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SPRUCE BARK BEETLE NEWS

U. S. DEPARTMENT

REGION ONE Missoula, Montana September 3, 1953 No. 4

SPRUCE ACCESS ROADS (Based on Press Release of August 27) - Spruce access road funds totalling $8,428,500, have been appropriated by Congress to fight the beetle epidemic in northern Idaho and western Montana. These funds have been programmed to accomplish a substantial part of the $10,000,000 access road job which is considered essential if control of the epidemic of spruce bark beetles is to be attained. The road plan was developed last winter in cooperation with the timber operators and the Bureau of Entomology and Plant Quarantine. The plan calls for logging operators to spend up to $5,000,000 on additional roads for the same purpose. Control by logging of infested trees will be supplemented with control by trap trees and chemical treatment, to some degree, yet to be determined.

First funds for construction or betterment of spruce access roads became available in May and the last in late July. Programming has been a continuous process since the first funds were received. The Bureau of Public Roads has been cooperating in making surveys of the spruce access roads; preparing, advertising and letting contracts. They have over 250 men on this job. The Bureau of Entomology and Plant Quarantine is responsible for the entomological phases of the beetle control. The logging operators are carrying the brunt of the timber harvesting operations.
(Continued on next page.)

SCORE BOARD - INFESTED SPRUCE LOGGED

Forest (From National Forest Land)	1952 Flight Year (July 1, 1952 - June 30, 1953) Million Board Feet	1953 Flight Year (July 1, 1952 to August 15) Million Board Feet	1953 Flight Year LAST TWO WEEKS (August 16 to 29) Million Board Feet
Cabinet	0.8	0.3	0.3
Clearwater	0	0	0
Flathead	2.4	1.5	0.7
Kaniksu	6.5	3.8	2.0
Kootenai	57.7	8.7	3.7
Lolo	1.7	1.1	1.8 1/
St. Joe	7.2	3.4	1.6
Subtotal	76.3	18.8	10.1
All Other Ownerships	18.7	9.0	4.7
GRAND TOTALS	95.0	27.8	14.8

1/ August 2 to 29.

SPRUCE ACCESS ROADS (Continued)

Infested and salvage spruce is already being hauled over some of the new roads. Over 42 miles of new spruce access roads and three bridges have been virtually completed for log hauling and spruce is being hauled over some of the other roads that are under construction. Contracts for $4,809,900 worth of main access roads totalling 206.7 miles have been let by the Bureau of Public Roads as follows: Flathead National Forest - North Fork Flathead River, 35.5 miles; Whale Creek, 18.0 miles; Teepee Creek, 6.5 miles; Coal Creek, 6.0 miles; Tally Lake, 18.4 miles; Good Creek, 9.0 miles. Kaniksu National Forest - Myrtle Creek, 9.0 miles; Lightning Creek, 7.2 miles; Rattle and Porcupine Creeks, 10.0 miles; Canuck Creek, 9.3 miles. Kootenai National Forest - Pete Creek, 6.6 miles; Meadow Creek, 14.5 miles; Spread Creek, 7.0 miles; Pipe Creek, 17.6 miles; Wigwam Creek, 15.9 miles; Clarence Creek, 3.1 miles. Lolo National Forest - Squaw Creek, 7.7 miles. St. Joe National Forest - St. Joe River, 5.4 miles.

The Forest Service will supervise the construction or improvement of an additional 161.0 miles of main spruce access roads with a total cost of $819,440 as follows: Cabinet National Forest - Little Joe Creek, 18.1 miles. Clearwater National Forest - Lake Creek, 6.0 miles. Kaniksu National Forest - Boundary Creek, 15.0 miles; Lightning Creek, 9.0 miles. Kootenai National Forest - Yaak Valley, 29.5 miles; Meadow Creek, 4.0 miles; Fortine Creek, 7.3 miles; Graves Creek, 8.9 miles. Lolo National Forest - Cedar Creek, 13.7 miles; Dick Creek, 11.2 miles; Lewis and Clark Highway, 13.1 miles (betterment of present road to make log hauling safe); Packers Meadow, 5.0 miles. St. Joe National Forest - Marble Creek, 12.0 miles; St. Joe River, 8.2 miles.

The Forest Service is now in the process of advertising for bids or programming an additional 56.0 miles of roads with a total estimated cost of $1,591,040.

All of the above figures are subject to adjustment when the last mile of road is paid for. An additional $1,208,120 will be used to pay for bridges and culverts on spruce access roads built by sale operators; for survey and design of sale operator and other spruce access roads; for post-construction maintenance and cleanup; for indirect expenses on the spruce access roads or held as contingency to meet unforeseen costs of the spruce access road program.

Purchasers of infested spruce have already completed a substantial mileage of their share of the main roads and have many more miles under construction.

During the 1952 beetle flight years, July 1, 1952, to June 30, 1953, over 95 million board feet of infested spruce were logged from lands of all ownerships in north Idaho and western Montana. Over 35 million of infested spruce has been logged since July 1 in spite of a slow start due to a late spring. Because of the additional infested spruce opened up by the access road program it will be possible to log a much greater volume of infested spruce in the 1953 flight year which began July 1. Logging the infested spruce is considered to be the most effective as well as most practical and economical method of controlling the epidemic and it has the further advantages that excellent quality spruce is put to commercial use and gives employment to people living in the local communities.

SPRUCE BARK BEETLE LINGO -

Frass - The refuse or excrement left by beetles and larvae after feeding on the inner bark. It is the chewed up, fibrous material found in the galleries. (The Timber Management girls thought it was another name for instant coffee.)

Boring Dust - is made by spruce bark beetles when they attack a tree and bore through the outer bark to reach the inner bark. The boring dust collects on bark scales, cobwebs and brush and leaves of other vegetation. It is the principal means of identifying new attacks. (Some bores don't make any dust.)

Galleries - Tunnels or mines made in the cambium layer between the bark and the wood by attacking beetles and feeding larvae. Larval mines increase in width as the larvae become larger. The pattern of the galleries usually identifies the bark beetle.

Instar - As a larva gets larger, it must shed its skin. (Excuse it, please, my girdle is killing me.) Periods between successive molts are called instars. A larva is in the first instar after it hatches from the egg and up to the first molt. The terms first, second, etc., instar are used to indicate stages in the growth of the beetle before pupation.

Pupation - The act of becoming a pupa, and of subsequent transformation to an adult beetle. The four stages in the life of a beetle are egg, larva, pupa and adult beetle. (Dr. Kinsey should look into this.)

Callow Adults - Sexually immature beetles. Such beetles have not yet emerged from under the bark. After pupation they are white in color and gradually become light brown to dark brown or black to become new adults.

Parent Adults - Adult beetles that have attacked a tree and are producing a brood of beetles. Parent adults usually reemerge and make a second attack. (Sorry, folks, we have no cracks about attacks.)

Send in requests for definitions - If anyone has heard a spruce bark beetle term that he would like to have defined, send it in and we will try to find the correct definition. (We are always in the market for good cracks, too.)

ST. JOE SMOKE SIGNALS - The Marble Creek and Homestead Creek roads will be connected any day now. Many truck loads of beetle families in their happy homes in spruce logs have one way tickets for the trip to the St. Joe River. They will be cheerfully accommodated.

The Marble Creek road has the one and only tunnel on any spruce bark beetle access road in the world. It is a relic. It was built for an early day logging railroad.

On August 25 Evenden, Duvendack, Cornell, Mathison and Matthews took off from Avery on a one day circuit of the Upper St. Joe Working Circle. The purpose of the trip was to size up trap tree possibilities. Jim Evenden owes George Duvendack 92 milk shakes for the times Jim stopped the car to examine spruce trees that were not beetle infested. (Did St. Joe crews remove the boring dust from all infested spruce trees along the route of travel?)

KOOTENAI SMOKE SIGNALS - Moore, Stewart and Leech started logging early in August with their portable skidding jammer. They are logging 40,000 per day, mostly spruce. These loggers, known in these parts as the "Three Bear Tracks," are doing a commendable job on beetle elimination. A check on the logged-over stand found young, non-infested spruce remaining, complete with bark on all sides. Skidding cats take notice.

Organizers Merrill Oaks and John Aemisegger are applying their talents to spraying trap trees in the main Wigwam drainage. This job is on the north end of the Fortine District where no roads are in evidence and fishing is a hazard to the 8-hour day.

From a pack camp on St. Clair Creek Ted Navratil (bug captain) oversees trap tree treating crew of 30 men with John Vukonich (bug sargent). Due to uncompromising fire calls the job was late in getting started. They expect to complete it before cold weather arrives. Sufficient ethylene dibromide will be packed in by mule train to treat over 600 trap trees in and adjacent to the main Wigwam Creek drainage.

A contract was let on August 18 to Miller and Strong of Eugene, Oregon for 17 miles of new access road to tap approximately 120,000,000 board feet of spruce in Graves, Weasel and Wigwam Creeks. Three miles of the road are to be completed this work season.

The Sylvanite cruisers completed work in Caribou Creek on about 1,000 acres of spruce in the north end of the district working from the Upper Ford Station.

Spruce production in the Yaak District was halted temporarily the last week in August when two logging outfits were called to fight fires. The Runyan and Pearce Company and Carl D. Cummings were called from Upper Ford.

Charles M. Kelson of Bonners Ferry has purchased for his sawmill the spruce offered on the South Fork of Meadow Creek. The sale includes 7,000,000 board feet of spruce and one million of other species. It is on the Sylvanite Ranger District where Glenn Maryott is the big wheel.

A Forest Service dozer is improving the O'Brian Creek road and building a skidding trail to facilitate the removal of trap trees by a gypo logger. This method will be used on other areas.

Jim Watson, Louis Oblock, Thomas Nelson and Rex Shaper of the Bureau of Entomology are making spruce bark beetle surveys on Dodge, Sutton, Sullivan and Pinkham Creeks on the Rexford Ranger District.

Charles R. Weller has returned to Region Two. He did a fine job and he can come back to work with us again any time he wants to.

KANIKSU TRIPPERS - Knox Marshall reports that on August 10 beetle infestations, control by logging, and access roads on Snow and Myrtle Creeks were viewed by Michael Hudoba, Washington, D. C., outdoor writer and member of American Forestry Institute, Mrs. Hudoba, James Brown and Ed Nettleton, Pack River Lbr. Co., Sandpoint, Larry Brown, Northwest Tbr. Co., Spokane, Mrs. Larry Brown, James Parsons, writer, Sandpoint and Ross Hall, photographer, Sandpoint.

LOLO ITEM - The Bureau's ratio surveys vary from a 1 to 1 increase on the Lost Park logging area to 5.5 to 1 in unlogged Granite Creek.